



# **Executive Summary – Status of the Los Angeles-Anaheim Regional Engineering Contract and Staff Recommendations**

**June 2, 2010**





# Overall Summary

- STV received a limited Notice to Proceed on 12-29-06
- Original 3-year, \$21.4M contract for PE/NEPA/CEQA documents has grown incrementally to potentially a 5-year, substantially higher-cost effort
- To date, a partial draft EIR/EIS document and 15% design package has been produced for the dedicated-track alternative – overall scope estimated to be 60% complete
- STV team is currently developing a new rationalized Shared-Track Alternative requested by the Board in April
- STV's current \$23M authorized contract limit will be reached by June 30, 2010
- Staff recommends amending STV contract to continue work necessary to complete DEIR/EIS/15% design in FY10-11





# Background/Discussion

- STV's Regional Consultant contract for Orange County – Los Angeles section was the first to be awarded by CHSRA
- Contract was victim of start-and-stop nature of the project due to changes in alternatives, state budget limitations, and recent community concerns
- Original scope (Jan '07) was based on programmatic 2+2 shared track alternative; STV was re-directed to study an expanded scope 3+2 shared and 4+2 dedicated track alternatives in April '08.
- In Dec. '08, 24 months after start of work, the shared-track alternatives were dropped in favor of a single dedicated HST alternative
- Board was briefed in June 2009 on the status of the effort





## Background/Discussion (cont.)

- STV completed 15% design and Administrative Draft EIR/EIS report in December '09
- In late fall '09 the corridor cities began requesting a series of other alternatives to be studied -- at LA Union Station, ARTIC, and throughout the alignment in between LA and Anaheim
- In Jan '10 the FRA announced the LA-Anaheim section as one of four eligible sections to receive up to \$2.25B in ARRA grant funds.
- A revised 4+2 dedicated track scope was developed in Jan.-Feb. '10 incorporating the cities' requests. STV was directed to revise the 15% design and DEIR/EIS by the end of June '10. Contract amount was adjusted in April '10 to \$23M to cover this added effort.





## Background/Discussion (cont.)

- A recommendation on the feasibility of the new shared-track alternative is scheduled to be made to the Board at the July 8 meeting in Los Angeles.
- STV projects they will reach their authorized contract limit at the end of June '10. The scope and schedule of the remaining effort to complete PE to 30% design and EIR/EIS to issuance of the NOD/ROD is not well defined and difficult to predict given the unresolved scope and contract issues





# Next Steps

- At the Authority's request, STV prepared and submitted a proposed Annual Work Plan for FY2010-11 contingent on the Board approving a contract amendment to raise the contract limit to cover the proposed additional services.
- The plan proposes to spend \$10 million to complete the Draft EIR/EIS and 15% design in FY2010-11.
- From July 1, 2011 to completion of NOD/ROD and 30% design the cost has yet to be fully estimated.
- The Board must decide whether to amend the STV contract, and if so, up to what dollar limit.





# Staff Recommendations

- Staff recommends the Board authorize the Chief Executive Officer (CEO) to negotiate a contract amendment with STV at least through FY2010-11 in the amount of \$10 million, to complete the Draft EIR/EIS and 15% design.
- At its discretion, the Board could authorize the CEO to negotiate a further contract extension to completion of the NOD/ROD and 30% design. In this case, the full amount of the contract increase cannot be precisely estimated yet, pending resolution of the full scope and schedule.

